LGCAL ITEMS.

VINTH ANNUAL MEETING OF THE STOCK-HALDERS OF THE ORANGE & ALEXANDRIA RALLEGAD COMPANY.—The Stockholders of the Orange & Alexandria Railroad Company convened in general meeting at the office of the Company, in this city, yesterday, at 12 c'olock, M. The meeting was called to order by J. S. Barbour, jr, on whose motion Col. W. P. Shepherd, of Nelson, was appointed Chairman, and J. H. Reid, Secretary of the Company, acted as Secretary of the meeting. On motion of F. M. Latham, a committee of the sockholders was appointed by the Chair, to eramine and report to the meeting the powers of proxies. The Chair appointed F. M. Latham of Culpeper, W. W. Harris, of Nelson, and Geo. H. Smoot, of Alexandria, the com-

on motion of Dr. P. C. Slaughter, the meeting took a recess until 4 o'clock in the sheroon, then to meet at the Lyceum Hall. The meeting re-assembled at Lyceum Hall st 4 o'clock, P. M., pursuant to adjournment. F. M. Latham, Chairman of the Committee of proxies, reported a majority of the spekbolders present, whereupon the Chair sonounced that the meeting was ready for business. The President of the Company, J.S. Barbour, jr., then presented the report of the Board of Directors, which was read as

PRESIDENT'S REPORT. To the Slockholders of the Orange and Alexandrea Railroad Company.

The Directors respectfully submit their psual annual report of the operations of the Company, state of its finances, and general condition, as required by law, for the financal year which ended on the 30th of September last.

In presenting this general summary of the stairs of the Company, it is proposed to adept the following order of arrangement. I in regard to the business of transportatoo and working of so much of the road as is finished and now in operation, with the general relations thereof under such subditisions as appropriately belong to this head. 2 Receipts and Expenditures. 3. Of the fusaces of the Company-statement of indebtedness, floating and funded-of amount of books issued, and remaining on hand, with an account of resources at command spinate to the completion of the work. and other of jects. 4. Of the work now under construction, its progress and present condition, with an exposition of the policy to be pursued in respect to its completion. Inder one or the other of these heads will be embraced all the information essential to a full understanding of the present condition of the Company.

TRANSPORTATION. The receipts derived from transportation of passengers, tonnage, and mails over the read, or its earnings, of course, present the most interesting feature under this head to the Stockholders.

The revenue for the year ending with the 30th of September, amounts to the aggregate sum of \$258,895 37, and has been drawn from the following sources: Passengers, \$128,390 19; freight, \$90,627 66; mail. \$15.452.94. Of the receipts from freight the sum of \$24,374 58 was collected from the Manassas Gap Railroad Company, in the shape of tolis for the transportation of its tonnage over our road from the point of

intersection to Alexandria. Working expenses of the year amount to \$106,902 91-leaving as nett revenue the sum of \$151,972 46. The gross receipts are less than those of the year proceeding by the sum of \$1438255, while the nett earnings exceed the last year's by the sum of \$17,-855 15. Some considerable reduction in the passenger receipts, consequent upon the surrender in December last of the great mail between Washington and Richmond, of which our Company and that of the Virginia Central Railroad were joint contractors, and the withdrawal of the night trains, was naturally to have been expected. Our receipts from freight show a steady increase over those of last year, notwithstanding the recent short crops and general depression of the agricultural interest. For the first time to, since the road has been in operation, the navigation of the Potomac was unintenuited by ice during the last winter, and the Company deprived of the usual large receipts derived from transporting passengers at that season. When we consider these several causes of abatement which have operated to lessen the receipts of the fast year, we cannot but regard this exbits of our present revenue as furnishing altitional evidence of the value of the road and of the firm basis upon which its capaciif for a profitable business already rests .-Since the new arrangement for through tickts with other Companies went into effect them let of June last) our passenger busitess has largely increased, and now exceeds the receipts of any former period. If the present ratio of receipts per month could be maintained-and the business promises permanent results--it will be easy to compute by a simple process of arithmetic, the large herease of revenue for next year. The nett tainings of transportation exhibit a profit of note than six per cent upon the cost of the had now in operation, and its equipment. This, of course, however, will be subject to sum deduction as would be necessary to trivide an adequate fund for renewal of tack and machinery. According to the Satement of the General Superintendent, the working expenses of the road are only ferty-one per cent of the gross receipts for the year, which exhibits the prudent economy with which that branch of the service has been soministered, and is much less than the average ratio of working expenses, to retents, on other railroads. At the same time the excellent condition of the road and machinery has been properly maintained, and the trains run with unsurpassed regularity and safety. Some renewal of track, and additions to the rolling stock, have been made during the year, as the exigencies of the and required. For more full particulars and details in regard to the working of the had, state of machinery and cars, condition I bridges, &c., &c., reference is made to the becompanying report of the General Superistendent. The board take pleasure in combesiding the efficient manner in which this

A contract has recently been made with b. W. S. Morris, and others, for the con-Struction and operation of a line of telegraph the whole length of the road, with offites to be located at convenient points. The desville in a short time, and is ultimately to

and facilities in the working of the road. The refusal of our joint partner in the arabgement, the Virginia Central Railroad whenever the navigation of the Potomac Riv-

er should be closed by ice, and the transporting is a tedious process and necessarilly retation of the mails arrested over the route quires time for its execution, but can be greatby Aquia Creek.

nections with the South Western Railroads. not then anticipated, which requires the run- cost, but will afford ample remoneration in Tennessee, East Tennessee and Virginia, Virginia and Tennessee, South Side and Dantravelling overtheir respective lines to Washington, and the Northern cities. This arrangement which went into full operation of iron of the best quality and manufacture. about the 1st of July, has resulted favorably and produced a valuable addition to our receipts already, although from circumstances est to Charlottesville, early in November, and beyond control, our Company is not allowed to proceed with the same continuously, as far others. With the completion of our road to and a large part of the fare now received by end, and regularly extended eastwardly, unother roads must necessarily fall to our til a junction is formed with that laid from share. Enough is known, however, to de- the other terminus. The construction of the monstrate the great prospective value of this stand confessedly, without a rival. The result clearly illustrates the original policy of the limited means of the Company for so the Company, in undertaking to construct large an outlay. Plans are now maturing to the extension of this important part of their work.

RECEIPTS AND EXPENDITURES. The official statement certified by the Treasurer, will show the following result Receipts from commencement...\$5,115,250,34 Disbursements 5,015,646 16 Receipts for the past fiscal year. . \$1,281,465.84 Disbursements...... 1,178,361 66 STATE OF THE FINANCES.

The existing indebtedness of the Company may be stated as follows: Indebtedness on account of Road as far as Gordonsville :--Bills payable..... Bills and Rolls and Unsettled Accounts...... 38,693.96

Means due and uncollected to meet above. part of which may be classed as unavailable Due on stock subscribed-

" by individuals..... " State of Virginia 12,184.72 " Freight and other bills...... 13,502.06 Stock of Company subject to redemption.....Stock held by Company..... 15.645.43 Materials at shops..... Cash in Banks...... 14,758.75

\$132,795.86 The following table will show the amount of debt paid off, and money expended, since October 1, 1857, on Road as far as Gordonsville : Bills payable of last year...... \$48,459.41 A. Low & Co , balance fron rail acc't Int. on bonds and temporary loans 36,069.52 do " preferred stock and scrip divi-

dend..... Expenses of President and Directors Depot property at Brandy Station. . Bills and Rolls paid Real Estate in Alexandria...... 53,803,24 Bills, Rolls, and Unsettled Accounts Taxes, including "Mill Tax"..... Salaries of Officers, Miscellaneous Expenses, &c \$254.188.00

The whole funded debt of the Company is as 1st Mortgage Bonds on the road to Gordonville \$400,000,00

10,000.00

Sonds for Wharf property in Al-of mortgage bonds, issued on whole road, and sold on account of Lynchburg Extension And do. of additional lein of 8 per cent. Bonds.....

Whole funded debt existing on 30th September, 1858.....\$1,480,500.00 LINCHBURG EXTENSION. The following table will show the amoun

xpended on the Lynchburg Extension, during he year ending September 30, 1858:

perses, and Miscellaneous Ex-20.496.91 penses..... Bills Payable of last year paid ... 139,165,77 contractors on balances of last year, and on work in 1858.... nterest on Coupons and Loans. 81,886,20 Discount on Bonds.....

The whole expenditures on Lynchburg Extension account from commencement of work, \$1. 897.889.36.

Due on Lynchburg Extension account...... On bills payable temporary loans, and to Contractors.....

Due to Contractors and others ... 119,407.18 *269,309,50 The following table will show the resources applicable to the Lynchburg Extension : Due on Stock subscribed......\$21,824 20 Bonds of 6 per ct. issue unsold.....212,500 00

"517,000 00 Do " 8 Virginia State Stock on hand..... 69,200 00 Balance due on Loan from State of Virginia......300,000 60

The greater part of the six per cent bonds of the Company, and of State bonds, referred to in the above table as being on hand and unsold, have been hypothecated with the Banks to secure payment of notes referred to before, under

the head of existing indebtedness. Stock subscribed on Capital Stock of Lynchburg Extension: By County of Amherst \$50,000 00

The remainder of Capital Stock on hand and insubscribed is \$1,030,365 97. From the foregoing statement of the finan-

cial condition of the Company, it will be seen that the means and resources of the Company will be ample to meet the entire cost of finish department is managed, which, it is believed, ing the work to Lynchburg. Of the issue of is all essential points, will compare favora- eight per cent bonds authorized by the special by with that of any railroad in the United meeting in April last, it is expected that a limited amount only will be sold. A large margin was assumed only to cover contingencies. CONSTRUCTION.

The Board are happy to report the advancement made in the construction of the extension to Lynchburg since their last meetthe will be put in operation as far as Goring. The report of the Chief Engineer, T. C. Atkinson, esq., herewith submitted prethend to Lynchburg, and will afford addisents its condition in detail. The great body of the graduation and masonry will be completed by the end of the current year, leaving only some balf dozen of the more difficult company, to adopt a through ticket, and the points to be executed in the course of the thiose desire on their part to give up the next spring, and early part of the summer. Sourcet, as communicated in our last report. This of course will involve the exercise of topelled a surrender on let of December considerable activity and vigour in the prose-4st, to the Post Office Department, of the cution of the work, but the completion of the transportation of the mails between Wash- graduation and masonry can be affirmed egion and Richmond, on terms deemed not with great confidence as practicable with blavorable at the time. In lieu of \$250 per proper effort within the time indicated above. bile allowed for the double daily transports. If the State aid granted by the last Legisla and all loved religion. The same gentlaterested in ichthyology. I will state that time of the mails, an allowance was granted ture could have been obtained at the begind \$150 per mile, for a single daily service, nig of the year, when the usual labor for the

ly expedited by commencing operations con-The adoption of the present scheme of con- temporaneously at both ends.

This policy will involve some additional ning of two daily passenger trains, makes it the earlier completion and use of the road. a matter of some regret now that the former The delay of even a month now in finishing contract should have been surrendered. In this part of the work, causes a loss of thous-May last, an arrangement was effected with ands of dollars to the revenues of the Comthe several Railroad Companies interested, pany. Contracts have been entered into for by which an exclusive through-ticket was the delivery of three thousand two hunformed with our own Company, and the Vir- dred tone of iron rails, of which some five ginia Central R. R., Co., by the New Orleans hundred tons have been delivered. Seven and Jackson, Mississippi Northern Central, hundred tons more will be delivered next a report. Charleston and Memphis, Georgia and East month, and the remaining two thousand in the months of April and May next. About two thousand tons more will be required ville Railroad Companies, for the passengers next summer to complete the line. These purchases have been made on terms favorable as to price, with guarantees for delivery ability.

It is proposed to commence the laying down of track on that part of the work nearits fair proportion of the pro rata paid to as possible, during the Fall and Winter .--With the opening of Spring, the track can Lynchburg, this difficulty will be obviated, be commenced to be laid at the Lynchburg bridge at James River, opposite the city of business for which our road will bereafter Lynchburg, has been hitherto postponed on account of the heavy expense involved, and let this work at an early day, and in the meantime temporary means will be adopted for the proper accommodation of our business at that point. It was hoped that some arrangement with the Virginia Central Railroad Company could have been reported to the present meeting, in respect to the transportation of our business over their line, between Gordonsville and Charlottesville .-From the correspondence, however, which has taken place on the subject, it is confidently believed that reasonable terms can be agreed upon to accomplish satisfactorily the object in view. Before the next annual meeting of the Stockholders, there is every reason to expect that the work of the extension will be completed, and the road in full operation

to Lynchburg.
The Board, in conclusion, congratulate the Stockholders upon the improved condition of their work, and upon an early consummation of its brilliant prespects.

The usual list of officers, with their respective salaries, will be found annexed .-Owing to the protracted ill-health of Mr. Atkinson, H. W. Vandegrift, esq, has been associated with him, as Assistant Chief Engineer of Construction. Respectfully submitted, on behalf of the

Directors, by JOHN S. BARBOUR, Jr., President. The report of the Chief Engineer was next

read as fallows: ENGINEER'S REPORT. ENGINEER'S OFFICE. ORANGE & ALEX'A, R. R. EXTENSION,

Alexandria, Oct. 1st, 1858. To John S. Barbour, jr., esq., President: Sin: -1 proceed to notice the work of the Extension, as comprised under the following customary divisions:

Graduation. The operations which at the date of the last Annual Report were under vigorous prosecution, continued so until near Christmas. With the questionable ability as to proceeding with full vigor the ensning year, it was considered expedient to terminate all the contracts, as the original agreements had provided in the discretion of the Company, at the end of any one year. In accordance therewith, notice to such effect was given to all

the parties. The consequence was a suspension of much of the work, until the decisive action of the Legislature had inspired fresh confidence.-In the month of April, the resumption had become general, and since that time the opevigor. The force employed, as daily report. \$11,379 50. ed, on the 15th of September, was 577 men, and 254 horses. All the critical jubs are now in progress, except the work at Lynchburg. These occur on the 13th, 18th, 28th, 42d, and 59th sections; or, in other words, at Harris', Hamner's Woods, Gordon's, Ca-

bell's Summit, and Pettyjohn's. I think there is no reasonable fear but that, with a judicious application of the force now on the line, these can be completed in time to allow of the rails to be laid continuously, in the course of next Summer and

early Fall. Masonry. The main bridge at James River, which is an important job, is chiefly so from its completion being dependent on the state of the water, rather than from its magnitude. The principal masonry of the other important streams, indeed of all others, whether large or small, with but two exceptions, is started, and does not appear, at this time,

likely to offer any obstruction. Rail-Laging. If the expectations I now entertain of the work near Charlottesville, are correct, and the current month prove favorable weather, I think the work of rail-laying may be commenced by the 1st of November, and, with moderate weather, may be prosecuted during the remainder of the Fall, and through the Winter, so as yet to reach the Scottsville

Turnpike by the middle of Spring-In the advance of the work from north and south ends of the line simultaneously, which will then be practicable, the rails may be joined, for the effective transportation of passengers to Lynchburg, in freight cars; and 9 ballast cars. about five months more, agreeably to remarks on this subject under the head of

Graduation. The calculations on the necessary time for the completion of the road, furnished in the last report, were based, as then remarked, upon its norelaxed presecution, and, in some cases, with expectations of greater activity. With reasonable extension for interruptions and delays, arising from the want of funds in the early part of the year, these observations may still be justified.

It is due to the contractors generally, who resumed their work, as well as to those who undertook the abandoned sections, to say, that they have, with rare exceptions, urged forward their jobs with spirit. The Resident Engineers have rendered the

valuable aid expected of them, and they and their assistants deserve this acknowledgment of their services.

A list of Engineers, and others employed, herewith submitted. Very respectfully, your ob't. serv't.

T. C. ATKINSON, Chief Eng'r. On motion the reading of the reports of the General Superintendent, the Treasurer, and other statistical reports was dispensed with, and these reports, referred with the reports of the Board of Directors and Chief Engineers to a committee to be appointed by the

Mr. Henry Shackelford, of Culpeper, during the time occupied in the appointment of the committee, rose and stated that he had been requested by the ladies of the Baptist Church in this city, who were to have an oyster supper at Washington Hall, to invite the members of this meeting to attend .--He hoped the entire meeting would be present, as all loved eysters, all loved the ladies, the information of Fishermen and others inman extended an invitation to the meeting from the ladies of the M. E. Church, South,

don, of Prince William, John T. Burke, of doubt be highly interesting.

Fairfax, and B. H. Lambert, of Alexandria. Z. Turner, Jr., in the absence of the chairman of the Committee of Examination, made

On motion of W. D. Hart, the report of the Examining Committee was adopted. Dr. C. W. Ashby offered the following re-

Resolved. That in the opinion of the Stock nolders of the Orange and Alexandria Railroad it is neither expedient or proper, that our trains should be run on the Sabbath day, and that we earnestly desire our President and Directors at as early a day as practicable, to make such arrangements with the Postmaster General and connecting lines of Roads, as will enable them change the policy of this road in this par

On motion of Z. Turner, jr., the resolution was referred to the committee to whom was referred the Reports of the President and accompanying documents.

On motion, the meeting adjourned until 8 o'clock, P. M.

GENERAL SUPERINTENDENT'S REPORT. OFFICE ORANGE & ALEXANDRIA R. R. Co. OHN S. BARBOUR, ir., esq., President: Sir: The annual report of the year ending September 30th, 1858, is herewith respectfully



The expenses for working and maintaining he road for the same time has been \$27,638 22 For maintenance of Road, " Motive power, 29,763 41 " Cars, Transportation expenses. Salaries, office, taxes, losses, and miscellaneous, - - -

For detailed items of expenses under these general heads, reference is made to statement E. Gross Revenue. - - \$258,875 37 " Expenses,

Nett Revenue, - - \$151,972 46 Ratio of Expenses to Revenue, 41 per cent. The total cost of construction and new work rations have been prosecuted with renewed done by the Company for the year, has been

Statement of Road Department, from October 1st, 1857, to September 30th, 1858, inclusive: Repairs of road-bed and railway, \$23,253 49 462 56 bridges, 3,922 17 Renewal of track.

Maintenance of Road. · \$27.638 22 Length of Main Line, . . 881 miles. Warrenton Branch, -" Side Tracks -- 43

Total, - - - 102 miles. \$27,638 22 _____\$270 96 per mile run.

Miles run by Locomotives of this Co. 150,538 10.714 " Manassas Gap Co. 161,252 Total. \$27,638 22 ----17 1-10 per mile run.

161,252 No. of miles run by Passenger Engines, 106,293 Freight 38.289 3.131 Road Wood - 150 538

Total The fuel used during the year, for all the Loomotives, has amounted to 5427 cords, cost ing, prepared for use, \$12,074 62. Number of Locomotive Engines, twelve.

The amount of wood on hand, September 30th, 1858, at the various points along the line of the road, is 6,6954 cords. Number of Cars, September 30th, 1858: 10

passenger cars; 3 mail and baggage cars, 1st class; 2 mail and baggage cars, 2nd class; 87

Two new passenger cars have been purchased during the year, and the mail and baggage car reterred to in the last report, finished.

TRANSPORTATION DEPARTMENT. The expenses for conducting this service ave been for salaries, commissions, labor, fuel and light at Stations. - \$12,771 21 432 10 Repairs of Stations, Conductors, Enginemen, Train hands and Fuel for Passenger Trains - 9,597-52 Conductors, Enginemen, and Train hands for Freight Trains, . . . Mail Expenses, . . Stationery and Advertising, • 910 60

Total. . . . \$27,079 68 Respectfully, H. W. VANDEGRIFT, Gen. Supt.

BURSTING OF A CAMPHENE LAMP AT AMER-ICAN HALL .- On Tuceday night, about a until his death, and from that time to the quarter of 9 o'clock, at the Fair of Sc. Mary's present, just ferty-two years, as sole pastor. camphene oil exploded, scattering the fluid over the floor, which was set fire to by the wick and made a flame that touched the ceiling. The accident happening near the door several persons ran with their children to the front windows and let them down in the street. The boys outside seeing this, raised the cry of fire which added to the excitement. In a few moments all was again quiet, and although the stand on which the lamp was points along the road. The Telegraph will placed, was surrounded by ladies, no one was injured, and only two or three fainted. The fire was extinguished by the exertions of a few gentlemen present. No damage whatever was done.

HERRING .- A correspondent writes: - "For three fine, fat, glut herring, were taken with with double that amount for same service, work is engaged, its earlier completion would to attend a support at Sarepta Hall, which one day last week.

The Chair announced the following as the THE ANNUAL MEETING OF THE STOCKHOLD- FAIR FOR BUILDING ST. MARY'S HALLcommittee to whom would be referred the ERS OF THE MANASSAS GAP RAILROAD COMPA- Great crowds continue to be attracted nightvarious reports: J. J. Halsey, of Orange, NY, will be held at Liberty Hall, in this city, by to American Hall by the above fair, and, W. D. Hart, of Albemarle, J. M. Dillard, of this morning at 12 o'clock. A large number really, the beauty and value of the articles Nelson, John Wood, Jr., of Albemarle, Jas. of stockholders are expected to be present offered for sale, and the taste displayed in Barbour, of Culpeper, J. C. Green, of Culpe- and to all who take an interest in the affairs their arrangement, merit a liberal patronage, per, W. E. Gaskins, of Fauquier, F. A. Wee- of the Company, the proceedings will no apart from the consideration that the ladies

> OPENING OF THE LYCEUM HALL-LECTURE AND READINGS OF PROFESSOR MACLEOD .-Professor Macleod's Lecture at the new Hall of the Lyceum, came off on Tuesday evening.

The lecturer opened his subject, by some well timed, and happily delivered remarks, solution, which he advocated with zeal and on Elecution generally, in the course of which he gave a summary of the requisites of the elocutionist-the prevailing faults of readers and speakers-and some of the means which he deemed most effective for the attainment of those requisites, and the correction of those faults.

He insisted mainly on the importance, first, of investing the voice with the powers of expressing the various modifications of thought and feeling, clearly, forcibly and agreeably: -- Secondly, of understanding the exact amount and kind of meaning contained in the passage that is read or recited :--Thirdly, of being exclusively occupied, at and sentiments of the author: -- And, Fourthly, of Taste, to guard against extravagance or other improprieties in the use of the powers of expression; and in enforcing these and to the players, with excellent effect.

The lecturer then proceeded to give varigreat dramatists, and from the poets and orations of these departed statesmen.

At the proper time, also, the Professor took occasion to dispel many false ideas prevailing in the minds of some, respecting the | bend table; some pretty statuary; a fine set study of Elecution and kindred subjects, by young ladies; concluding very properly, that goblets; several oil paintings, among others, \$20 and under. the ability to read with taste, should at least be classed, fully equal as an accomplishment, to proficiency upon the Harpand Piano.

His delivery of "Lochinvar" was particularly good, also "Ginevra," and Colman's "Will Waddle," with which the entertainsame evening, the lecture was greeted by a highly refined, enlightened, and appreciative tures are natural, his manner graceful, his delivery dignified and pleasing, and he was listened to with marked attention throughout. the centre is a magnificent square bend table Churches, Mills, Stores, Post Office, and only

The new Hall was universally pronounced a complete success—the seats are comfortable and admirably arranged,—the stage ble and admirably arranged, -- the stage collections, &c., &c., worth \$100 to put upon a never failing well of good water, with pure handsomely freecoed, carpetted and fitted out it. There are also, a crimson velvet stole, near the door; a large BARN, nearly new, and 166,902 91 -at d the whole well lighted and ventilated. and a burse one side white, the other crimother necessary out-buildings, all in good repair We hope to see it filled to overflowing on son, both cubroidered in gold; several Pamany occasions during the coming winter.

LAYING THE RAILS ON THE LYNCHBURG EX-TENSION OF ORANGE AND ALEXANDRIA RAIL-ROAD .-- It will be seen from the report of the Chief Engineer of the Orange and Alexandria Railroad, in another column, that the rail laying on the Lynchburg Extension of the Orange and Alexandria Railroad will be commenced by the 1st of November next, near Charlottesville, and that with favorable weather it may be prosecuted. so as to reach the Scottsville Turnpike by the middle of next Spring, and that the rails-the work commencing simultaneously at the North and South ends of the road-will be ready for effective transportation of passengers and freight to and from Lynchburg.

Correction .- The statement in the Gazette of yesterday, in regard to the First Preshyterian Church, of Alexandria, taken from the correspondent of the Baltimore Sun, was intended no doubt to be correct, and supposed to be so, but was incorrect as we are informed, in one particular at least, which we now put right.

That church, according to its own Records, was founded in the year 1772, under the Pastoral charge of the Rev. William Thorn, from Scotland, who died in the month of August of the next year, and was buried in the lot on which the church now stands.

The next pastor, was the Ray. Isaac Stoc ton Keith, who was called in March 1780, and continued in that relation until the Fall of 1788, when he removed to Charleston, South Carolina.

Dr. James Muir, his immediate successor. recently from the Island of Bermuda, but originally from Scotland, was called, in March, 1789, and continued to serve until his death, in the month of August, 1820, near 31 years and a half.

The present esteemed and beloved incumbent, the Rev. E. Harrison, commenced his ministry in Alexandria immediately after his licensure, in the Fall of 1816, in the first year as an assistant to Dr. Muir, afterwards as a co pastor to the same reverend gentleman, Church, at American Hall, a lamp filled with Long may be live, in health and happiness.

TELEGRAPH LINE -- It will be seen by reference to the report of the President and Directors of the Orange and Alexandria Railroad Company, which we publish this morning, that arrangements have been made for the construction and operation of a line of Telegraph upon the whole length of the road, with offices to be located at convenient be in operation as far as Gordonsville in a very short time.

LARGE TRAIN .-- The down passenger train, on the Orange and Alexandria Railread. which arrived here yesterday afternoon, was one of the largest that ever came over the road. It constated of ten cars, and about five hundred passengers came down, a large number of whom stopped here, many of them to attend the meetings of the Orange

are working to erect a building for free edu-

cation.

As you enter, the first thing which meets your eye, are curtains enclosing the supper table; next are magnified views of cities in Europe and other fine objects, and a procession in the Church of the Madelaine in Paris, moving by clock work; a very ingenious and pretty affair. Next is a fancy table, arranged, as are all the others, with sets of steps, surmounted by an arch. This contains a handsome silver tea set and cake basket; a white satin bridal vest; an elegant dressing gown; some fine statuary; excellent views of Mount Vernon; a beautiful and comfortable lounge; and may other articles, beautiful to see, but an enumeration of which would fill our columns. Next is a soldier to the life. standing among trees, and having a pocket Lane in the presence of an immense assem into which, if one can throw a ball he gains | blage. a prize. This belongs to the next table, which is surmounted by a mammoth cake, made by Mr. Christian Schafer, the iceing and ornamenting of which would be a credit the moment of utterance, with the thoughts to any establishment. Above the table hang many Parisian garden lamps, beautiful articles, and below is a splendid silver champagne stand, with three rich red, cut glass bottles. There is also here a retary lamp, LAND, which was conveyed to James P. Corother points, be introduced Hamlet's advice a great curiosity, having figures above, which bin and John Jeter, by W. R. Mason, commis are moved round in procession by the heated air as it ascends. Cakes, candies, preserves, ous illustrations of his subject, from the nickles, ice cream, &c., &c., of course, abound. Some crystalized grass, also, attracts attenorators of our own and other countries. In tion. The next table in course, has upon it his just and heartfelt tribute to Clay and the jewels of the room, a picture of the Cru-Webster, he enlisted the liveliest sympathies | cifixion on glass, about 21/2 feet square, conof his audience-indeed, in this part of his taining many figures. The expression of our discourse particularly, the native eloquence Divine Saviour's countenance, the joy deof the speaker himself, burst vividly forth, pieted in the face of the repentant thief, and and contrasted favorably, even with the the hate apparent upon the visage of the choice quotations he was culling from the bad one, bafile description. This alone is worth a visit to the fair, and the successful

competitor for it will be indeed a fortunate man. There are also, a beautiful round of silver, comprising a salver, pitcher and eenes on the Hudson; a large toy bedstead, finely furnished; a handsome shell box; some beautiful sunset scenes, to be snown with lights behind them; several elegant marble vases, and a piece of the veritable Rock of Gibraliar, eiggantly polished, &c., &c., &c., Next is another retreshment table, surmounflat ked by two elegant chairs, one worked, one and a half miles from tide water mavigat

rian Marble statues in frames; some richly embrodiered smoking caps, and a pin cushion, of such rare beauty that it must be seen before an idea can be formed of it. It was prepared by the ladies of the Georgetown Convent, who have sent many rich presents to the fair. In the centre is "Flora's Temple" rising round a pillar, and superbly adorned with rare flowers. This seems to be, not only the centre of the room, but the

centre of attraction. Having thus given the best idea of the scene nightly witnessed, which our pen is able to convey, we say to all, citizens and strangers, who wish to know more, and at the same time to aid the cause of popular education, "go see for yourselves;" if you do so, we think you will say, like the Queen of Sheba, "the half had not been told us." *

POTATOES .- A sample of White Mercer Potatoes, grown at Chestnut Hill, the farm of Commander Murray Mason, of Fairfax county, has been left at our office. In size and quality they surpass any we have seen this year. Another instance of the superiority of the productions of Fairfax.

THE WEATHER .-- We have had, for the last week or two, the most delightful weather, similar to, if not in reality, the Indian Sam-

The Ladies' Fair, of the Methodist Church South, has been very attractive, and is visited by numbers of ladies and gentlemen every evening. Almost any thing to please the eye and the palate can be had. The cause is a good one. Do not fail to go. An elegant supper will be served up to night.

Le A called meeting of the "Alexandria. Mount Vernon, and Accounk Turnpike Company." will be held on Thursday, 21st instant, at 11 o'clock, at the BRIDGE HOUSE, at which time an election of President and five Directors will be held to serve the ensuing year. By order of the Board: F. E. JOHNSTON, Secretary. oct 19-43t

UNITED STATES & VIRGINIA CEN-TRAL AGRICULTURAL FAIR!

TAR I TO THE PARTY OF THE PARTY PERSONS wisning to attend the above FAIR. to be held in Richmond, Va., commencing on the 25th instant, can procure Round Trip Tickets, via ORANGE & ALEXANDRIA, and VIEGINIA CENTRAL RAILROADS, at the arthwestern Railroad Offices corner of Sixth street and Pennsylvania Avenue, Washington City, and the Orange & Alexandria Railroad Ticket Office, in Alexandria. Fare from Washington City and Alexandria

Tickets not transferrable, and good only from 2 d October to 1st November, inclusive J. R. MICKLIN.

Ticket Agent, Alexandria.

THESE Scales are now regarded as the STANDARD FOR CORRECT WEIGHT, and are in use by nearly every Railroad Compony, Merchant, and manu-

ant the country. The re-which these Scales have

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rect and durable Scale W. A. DUNCAN, n illustrated circular.
FAIRBANKS & CO., AGEST. Alexandria, Va.

189 Broadway, NEW-YORK.



BY MAGNETIC TELEGRAPH.

Arrival of the Europa. Halifax, Oct. 20 .- The steamer Europa, from Liverpool on the 9th, arrived here last midnight. Her advices are unimportant.

The Liverpool weekly cotton report says the market closed dull and steady. Sales of the week 45,000 bales.

Breadstuffs were very dull. Provisions were dull Consols 981@981.

The English government was moving towards an abolition of the Stadt dues of the Kingdom of Hanover.

The report that the French ships of war had gone to Portugal to support the demands of France for compensation for the seizure of the barque Charles George's, was confirmed. but an amicable adjustment is expected.

PHILADELPHIA. Oct. 20 .-- The sloop-of-war Lancaster was launched from this navy yard at noon to-day. It was christened by Miss

AUCTION SALES.

DOTOMAC LAND FOR SALE -- Pursuan to a decree of the Circuit Court for King eorge County, rendered in the case of Jeter vs. Corbin, &c., at the September term of said Court 1858 we the undersigned commissioners an pointed for that purpose, will offer for sale a public auction, on Friday, the 12th day of Novem er next, upon the premises, the TRACT OF sioner, called "THE COTTAGE," situated on he Potomac River, in King George County, Va., immediately below Patsbytansey Creek and adjoining the lands of John H. Smith, and others, and contains about FIVE HUNDRED ACRES. The soil of the entire tract is excelent, and a considerable part of it is river flat.

The FISHERY belonging to this estate, may, n the opinion of competent judges, be made, at ittle expense, one of the best on the river. The improvements consist of a comfor The improvements consist of a comfor-

out-buildings. We shall at the same time offer for sale al HORSES, MULES, WORK OXEN, COWS PLANTATION UTENSILS, &c.

TERMS .- For the real estate, one-fourth of the purchase money will be required in cash. n the residue, a credit of one, two and the years will be allowed. The deterred payment to be satisfactorily secured, and to bear interest For the personal property, cash for all sums a larger purchases, a crediof six months. T. B. BARTON. Commits. W. R. MASON.

King George County, Va., oct 21-cots EXECUTORS' SALE OF VALUABLE REAL ESTATE.—By virtue of the last will and testament of Franklin B. Cox, deceased, the undersigned will sell at public auction, on ted by a splengid cake, with a sailor, bold Monday, the 15th day of November next, (Comment closed. Notwithstanding the attracting two flags, upon its summit. This was day,) at Fairfax Court House, all that FARM tien of several Fairs, which were held on the made by Mr. C. Brengle, and vies with the and TRACT of LAND, situated in Fairfax one mentioned above, in beauty and finished | County, Virginia, at the junction of the roads elegance of ornament. There is here also, from Alexandria and Fairfax Court House to a handsome silver pitcher. Of course, the Occoquan, 11 miles from Occoquan, and audience. As a speaker, Mr. Macleod's ges- inner man is amply provided for in the way miles from Alexandria, containing about 293 of ice cream, &c. The last table is the most ACRES. This Farm is well adapted to grain elegant and furlest, and we can venture to and grass, and beautifully situated in a health; describe but low of the articles upon it. In and prosperous neighborhood, convenient to

> ous to the sale, will be shown the same, by call ing on Joseph Stiles, living on the premises. The Terms, (which will be to sait percha-

ers,) will be made known on the day of sale. EZRA EVANS, JOHN TROTH, SAM, N. GARWOOD. Fairfax Co., Va , oct 21-eots [Fairfax News] BY S. J. McCORMICK.-AUCTIONEER.

COMMISSIONER'S SALE OF VALUABLE PROPERTY IN THE CITY OF ALEX-ANDRIA.—By virtue of a decree of the Circuit Court of Alexandria county, rendered at its May term, 1858, in the suit of Brockett vs. Turner and Fowle, the undersigned will, on Monday, the 18th day of October, 1858, at 12 o'clock, M, in front of the Mayor's Office, in the city of Alexandria, sell at public auction, the following valuable real estate or so much thereof as vill be sufficient to satisfy the said decree, viz: No. 1. A LOT OF GROUND on the north west corner of Queen and St. Asaph streets, fronting on Queen street about 25 feet, and ex-

ten feet alley. This LOT is improved by a two story BRICK HOUSE, known as the "Alexandria Academy."

No. 2. A LOT adjoining the above mentioned lot No. 1, on the west, fronting on Queen street about 62 feet, and extending back 85 feet 15 inches to the said 10 feet alley. This LOT s improved with a large three story BRICK

tending back northwardly 83 feet 15 inches to a

DWELLING, lately occupied by R. L. Brockett. TERMS:—One-tenth of the purchase money in cash, the residue at 6, 12, and 18 months, from he day of sale. For the deferred payments, he bonds of the purchaser with security will be equired, bearing interest from the day of sale, nd the title retained until the bonds are paid.

william H. FOWLE, sept 16—2awtds Commissioner. The above sale is postponed until Monlay, the 1st day of November, at the same time and place. [oct 19-eots] W. H. F., Comm'r.

A VALUABLE AND HIGHLY IMPROVED FARM FOR SALE.—By virtue of a decree of the Circuit Court of Fauquier County, pronounced at September term, 1858, in the case of "Thomson vs. Thomson," the undersigned Commissioners therein named, will offer for sale, at public auction, to the highest bidder, on the premises, on Saturday, the 30th day of October, 1858, that valuable tract of LAND, situate near the Plains Station, in said County, of which Jas Thomson died seized and possessed, containing TWO HUNDRED AND FIFTY-FOUR AND THREE QUARTER ACRES. Tois FARM is in a high state of cultivation - is well supplied with WOOD and WATER, and possesses many

advantages. There is a comfortable DWELLING There is a comfortable DWELLING HOUSE, and all necessary out-houses, on it. The terms of sale will be the tollowing -The purchaser to pay down, in cash, a deposit of ten per centum upon the purcha-e money; for the residue, credits of one, two and three years to be given, in equal installments, with interest from the day of sale, to be secured by the bonds of the purchaser, with good personal security, to be executed at the time of sale. If the purhaser shall tail to complete his purchase, on a confirmation of the sale by the Court, the deposit o be forleited- the title to be withheld, and the and to be subject to a re-sale under the future order of the Court, as a further security for the deferred instalments

JAMES V. BROOKE. Comm'rs.

JOHN P. PHILIPS. 5 At the same time and place named in the above notice, I shall sell, at public auction, the personal estate of James Thomson, deceased, consisting of HORSES, STOCK, HOUSE-HOLD and KITCHEN FURNITURE, FARM

ING IMPLEMENTS, &c. Terms of Sale :- On all sums of \$10 and under, cash; on all sums over \$10, a credit of nine months will be given, upon bond with approved personal security, bearing interest from date, which will be remitted if the principal is punc-tually paid. JAMES V. BROOKE, tually paid.

Administrator of James Thomson, dec'd Fauquier County, oct 9-eots

W OOL purchased by je 26 DANIEL F. HOOE,